



NTSB National Transportation Safety Board

Office of Aviation Safety

Platinum Jet Bombardier CL-600

Teterboro, New Jersey
February 2, 2005



Accident Information

- Rejected takeoff from runway 6
- Crossed road, impacted cars and building
- 4 serious injuries, 10 minor injuries
- On-demand charter flight
- Teterboro to Chicago/Midway
- Platinum – no certificate
- Darby/Alphajet – on-demand carrier

Takeoff

- Loaded fuel and passengers
- Normal acceleration
- Video and witnesses indicated no rotation
- Rejected takeoff about 160 knots
- Pilot reported “no lift” “she wouldn’t rotate” but later said column “stuck”

Post-Accident Examination

- No anomalies in longitudinal control system (pitch control)
- No other mechanical issues
- Runway dry and unobstructed
- No evidence of icing/frost

Airplane Center of Gravity (CG)

- Far outside the allowable limit
- Resulted in delayed rotation
- Crew made no attempt to calculate CG

Safety Issues

- Weight and balance procedures and effects
- Company oversight and operational control
- FAA oversight of on-demand charter operations
- Cabin aide actions, training, and procedures
- Runway safety areas

Parties to the Investigation

- Federal Aviation Administration
- Platinum Jet Management
- Honeywell
- Port Authority of New York and New Jersey

Accredited Representative

- Transportation Safety Board of Canada
 - Transport Canada
 - Bombardier Aerospace

Presentations

- Preflight Planning and Weight and Balance
- Operational Control
- Cabin Safety



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